



MAY 2025

# HANGAR TALK

THE NEWSLETTER OF THE MINIATURE AERO SPORTSTERS

## CLUB PRESIDENT-JACK DUNKLE

### *From the President ...*

Well it's May already and we are starting to see some nice flying weather. The field is shaping up nicely. The April meeting went well with a few items to work on:

1. Instructors and help with our training program, or the lack there of.
2. Committee for setting up fun-fly's or family days for 2025
3. All equipment is being prepared for the mowing season. Thanks Bill H.
4. All nets are repaired at the flight stations
5. Crack sealing needs to be completed.
6. Mike is still working on the new website with some final changes before release.

All these items will be posted and discussed on Google Groups. Remember this is where all our club info is discussed so make sure you check your email often for any updates or news. As always if you have any questions or comment please contact me any time at [jdunkle747@gmail.com](mailto:jdunkle747@gmail.com)

**Jack**

### COMING EVENTS:

**MONTHLY MEETING-MAY 24TH**

**2025 CLUB OFFICERS:**

**PRESIDENT :**

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**BOARD OF DIRECTORS:**

Mike Feiting  
Mark Nicastle  
Bob Salmon

**SAFETY:**

Ken Roberts  
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**FIELD MAINTENANCE:**

Open

**NEWSLETTER:**

Mike Feiting  
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Sean Sutton



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**CLUB VICE PRESIDENT-SEAN SUTTON**

*From the Vice President...*

Hey everyone!

I hope this newsletter finds all of you happy and well.

Recently I have been reflecting on my life experiences and subjects that have inspired me all throughout my life, which led me to realize that each and every one of us has one unchanging thing in common.....

Our Moms!

This Sunday, we pause not only to honor the mothers and mother figures in our lives—but also to reflect on a deeper idea echoed in the old proverb from philosopher Plato: *“Necessity is the mother of invention.”*

Over a century ago, humanity looked to the skies with a dream—to fly, to overcome the limits of the ground. That dream, born of necessity and imagination, gave rise to the Wright brothers’ first powered flight in 1903. It was not just ambition or curiosity that lifted their craft off the sands of Kitty Hawk; it was the urgent need to solve a problem, to explore, to connect people and places in ways never before possible.

And that same spirit lives on in every RC pilot today.

In our hobby, we see inventions in action every day—from scratch-built foamies to the perfect mix of control surfaces, motor size, and airframe weight. Whether we’re tweaking a design to fly longer, higher, or with more grace, we are carrying on the legacy of problem-solving pioneers. The skies are still our frontier, and the *need* to fly—not commercially, but joyfully—is what fuels our passion.

So this weekend, as we salute our mothers and all who inspire invention, let’s also celebrate the joy and ingenuity at the heart of RC aviation. Like the inventors before us, we fly not just because we can—but because we must. It’s in our nature, and in our hearts.

Happy Mother’s Day to all who inspire, uplift, and give wings to dreams.

Blue skies and happy landings,

Vice President,

Sean Sutton

**CLUB TREASURER-DAN BRANDENBURGER**

*From the Treasurer -*

Hello all,

All bills paid, accounts are in good standing. 55 members on our roster.

Dan



# Safety Timeout

by Ken Roberts, MAS Safety Officer

## Common Radio Control Mistakes to Avoid-

Hello MAS flyers! Hope you have been out enjoying the recent warm weather. I haven't been out as much as I'd like to (I think we all feel that way?). After a long break from flying, I need to re-focus on the little details of my radio and get re-accustomed to all the channel functions that controls the various aircraft I have saved and their control surfaces. I do this BEFORE I go out to the field, and it has saved me time and frustration. I find it easier to do the repairs at home than at the field. I've read many articles over the years with recommendations to avoid costly mistakes. Some of them are no-brainers but it still happens...here are 4 that I've learned along the way. Some of you have your own stories. Please share them with others!

1. Always do a pre-flight check of your radio and flight control surfaces. Are they moving in the direction intended? If you have flown and the plane is not flying right, it is a good idea to review it again to help you figure out what may be going on before you fly again. Once your plane is in the air you are committed to landing at some point.
2. The number one easily preventable problem seen is planes that are tail heavy. You need to know where the center of gravity location on your specific plane is supposed to be. You must get the CG correct even if you have to add lead to the nose of the plane. No exceptions!!! Even a little bit tail heavy will make a big difference. Your plane won't fly well if it isn't balanced correctly. The center of gravity is balanced on the wing, not on the fuselage. Even if you move the wing on the fuselage, you will still measure the CG distance back on the wing to balance your plane. Placement of the battery and receiver help to move the CG forward, but it is also just as important to keep the back or tail of the plane light. It takes 2-3 ounces of lead in the nose to balance one oz of added weight in the tail. If your plane is nose heavy, it won't pull up in a glide and the plane will feel under powered especially at lower speeds.

3. Many of the problems flyers have started with how they hold their transmitter. Don't use your thumbs to fly your plane. Pinch the sticks of the transmitter on at least the side with the elevons or ailerons-elevator control. This gives you more than one point of reference as to where the stick smooths out your flight and keeps you from accidentally over-controlling the plane. I think this one is really a pilot's preference on how they hold the sticks.

4. Your color choices can help you stay oriented and fly better. There is a reason that airport windsocks are orange. There are colors that are more visible in the air. If you can't see your plane or are able to stay oriented to it, you will crash. Red, white, orange, dark blue, and black are colors that are visible against a cloudy sky, but they need to have some contrast with white to stand out against a blue sky. Colors like purple, yellow, pink, or any pastel colors can fade out in the air even though they look great on the ground. I have seen planes that are difficult to fly just because of their color scheme.

Happy Flying!





## ***Flightline B-25***

Thomas Perry (Commerce City, Colorado; email: [ih8pilots@gmail.com](mailto:ih8pilots@gmail.com)) wrote that his new Flightline B-25 is modeled after a B-25J that flew with the 340th Bomb Group and 486th Bomb Squadron. The photo was taken on the runway at the Miniature Aero Sportsters flying field in Commerce City.

Callie Graphics provided the decals for the project. It features 3D-printed green bombs that whistle when they're released, and Thomas is working with toilet paper and baby powder to make powder puff bombs. Thomas controls it with a Tactic eight-channel radio.

**Miniature Aero Sportsters  
Meeting Minutes / Apr 2025**

Meeting was held Apr 26, 2025 at the field and called to order at 9:30am.

Attendees: 12 in person (attempting Zoom option but apparently had technical issue)

**Club Officers Present:**

- Jack Dunkle (President)
- Dan Brandenburger (Secretary/Treasurer)
- Ken Roberts (Safety)

**Board of Directors Absent:**

- Mike Feitinger
- Bob Salmon (Late arrival after meeting)
- Mark Nicastle

Treasurer's Report given by Dan: 55 members. All bills paid to date, all accounts in good standing. Club lease next major expense this summer.

Safety Officer Report: Ken Roberts reviewed basic field rules while flying. Jack briefed he has filled all the prairie dog holes around the runway and reiterated rules regarding close-in parking. Please note, there are now two Handicapped parking spots (marked with signs) in front of the wood pile along south wall of the club house.

**Old Business:**

- Firewood project completed, should have enough for 2-3 years. Thanks to Bill Dewald for delivering all the cut trees that are now firewood!
- Access road for the most part done, minor grading to be completed after oil field company finishes their well project requiring numerous heavy trucks going in and out. Much thanks to Mark Nicastle and Anthony Buffalini (Buff) for the significant work on the project and pre-planning the job! Last but not least Jack spent many hours out there coordinating and operating equipment.
- Runway crack sealing still to be done soon now that the weather is improving. Jack will send request for help in Google Groups email.

**New Business:**

- Sean Sutton's idea regarding some fun fly activities was discussed. Details and planning to follow.
- We have club hats and shirts. Dan will provide inventory with T-Shirt sizes to Jack. He will then advertise to members in Google Groups. Contact Dan if you are interested!
- Airpark Elite is closing. Cherry Creek Eagles club told Jack they are giving away some field flying equipment. Jack will go by and access what is there that we might want to grab.

- Club Training program was discussed as we have had a couple of recent inquiries asking if we will train new pilots. Jack will be asking for volunteers. Watch for it in Google Groups. We discussed the need for web site language revision on the subject based on member interest in being our designated club trainer(s). Background: Currently have a grandmother asking about training for her 14 y/o grandson. They have purchased a trainer airplane and are ready to go if we can assist.
- Discussed the need for knowledgeable web-site administrator back up person. Jack taking lead on the subject.

Motion to adjourn at 10:35am.

\*The club financials are not published in the minutes. Members in good standing may request specific information from the club treasurer directly.